

## THE GREAT CONTEST FOR THE AMERICAN CUP

English Racer the Best Ever Turned Out and  
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The Whole Country Anxiously  
Await the Outcome of the  
Contest.

#### THE ELEVENTH RACE

The America Wrestled the Trophy  
From England Half Century Ago  
Outdistancing a Squadron of Eng-  
lish Yachts Nearly Half a Mile—  
History of the Yachts Sent Over by  
Great Britain to Win Back the  
Trophy.

Oh, weep ye British sailors true,  
Above or under hatches,  
Here's Yankee Doodle been and come  
And beat our crackest yatches.  
They started all to run a race,  
And won well timed with watches;  
But, oh! they never had no chance,  
Had any of our yatches.  
London Punch after America's victory  
in 1851.

Columbia or Shamrock—who will  
win? American yachting supremacy,  
maintained by an unbroken line of vic-  
tories since the America, way back in  
1851, utterly distanced all the fleet of  
the Royal Yacht Club's squadron at

willing in the extreme that he should  
carry away the prize so often won.  
Not that he will not get fair treatment  
and be afforded every courtesy it is  
possible for the New York Yacht Club  
to give. He will get all that and more.  
And he is determined to win if the big,  
graceful bird Shamrock can win for  
him.

This will be the eleventh series of  
races for the cup, counting the first,  
when the America, a sloop yacht,  
made the journey to England, seeking  
whom she might conquer. She sought  
match races, but no heed was paid to  
her challenges. She arrived in time for  
the races of the Royal Yacht Squadron  
at Cowes, and so decided to enter.  
The course was around the Isle of  
Wight, a fluky course and one mani-  
festly unfair for a yacht unfamiliar  
with its tides and currents and winds.  
Indeed, the London Times remarked  
at the time: "The course around the  
Isle of Wight is notoriously one of the  
most unfair to strangers that can be  
selected, and indeed does not appear  
a good race ground for anyone, inas-  
much as the currents and tides render  
local knowledge of more value than  
swift sailing and nautical skill."

However, the American sailors were  
game and sailed in the race—a race  
destined to go down in yachting his-  
tory as the most remarkable interna-  
tional race ever sailed. A previous  
brush with the crack British yacht  
Laverack had resulted in a victory for  
the America, but the Britishers had  
no fear that some one of their four-  
teen craft, eight cutters and six  
schooners, would defeat America. So  
it was decided to enter the squadron  
event for the £100 cup, the event being  
open to all nations.  
They started. America was last to

It was Columbia which was first  
defeated by a British yacht.

The next two races for the cup were  
sailed by Canadian yachts. Vice Com-  
modore Charles Gifford of the Royal  
Canadian Yacht Club in 1876 sent  
the Countess of Dufferin as the chal-  
lenger, and the good schooner Made-  
leine gratified her American friends by  
defeating the Canadian. In the second  
race the old America, staunch and  
fleet, though just a bit old-fashion  
looking, sailed the course, and herself  
defeated this Canadian upstart by over  
nineteen minutes.

Again an interval of five years, and  
then came another Canadian challenge,  
this time from Captain Alexander  
Cutbush of the Bay of Toronto Yacht  
Club, who sent his boat Atalanta  
through the Erie canal. The Ameri-  
can yacht Mischief outclassed the lit-  
tle champion from the north, win-  
ning the first race by over twenty min-  
utes, and the second by nearly fifty-  
nine minutes. These decisive defeats  
satisfied the Canadians that the cup  
was beyond their reach.

Coming down to the more recent con-  
tests, the excitement of the races which  
has taken place since 1851 is recalled,  
and Puritan, Mayflower, Volunteer,  
Vigilant and Defender—names that  
cause a thrill in the breasts of Ameri-  
can yachtsmen—played their parts in  
the defense. Sir Richard Sutton in  
1855 sent over the cutter Genesta as an  
entry from the Royal Yacht squadron.  
J. Beaver Webb was her designer, and  
Edward Burgess fashioned the beau-  
tiful winged creature Puritan. On the  
first race the wind died down and the  
race was called off. Next day the  
boats started, but collided on the  
course, Genesta losing her bowsprit.  
Puritan's mainsail being torn. The cup  
committee decided the accident was  
Puritan's fault, and informed Sir  
Richard he could sail over the course  
alone and claim the cup. But he was  
after a real race, and true sportsman  
that he was, he declined to accept the  
gift. Puritan won both races, the last  
by only one minute and thirty-eight  
seconds, and still the trophy remained  
in the possession of the New York  
Yacht Club.

The British redoubled their efforts,  
and quadrupled their expenditures in  
getting the very best of everything for  
their yachts, but all to no purpose.  
The next victim was Lieutenant W.  
R. Henn of the royal navy, who came  
with djalata in 1858, Burgess produc-  
ing Mayflower as the American rep-  
resentative. Mayflower was a center-  
board sloop, built at the personal ex-  
pense of General Charles J. Paine of  
Boston, and not constructed by a syn-  
dicate, as some of the previous yachts  
had been. Mayflower took both the  
first two races handily.

Then came the first challenge from  
a Scotch yachting organization. In  
the fall of 1856 the Royal Clyde Yacht  
Club notified the New York Yacht  
Club that it would send the Scotch  
cutter Thistle as its representative to  
complete the next year for the cup.  
The Thistle was a steel cutter. She  
had as an opponent the Volunteer,  
another Burgess product. Though  
the Thistle was found to be eighteen  
inches longer on the load water line  
than had been specified in the condi-  
tions for the race, the cup committee  
waived the point and the races were  
sailed—between the two fastest yachts  
America and Britain had up to that  
time built. Volunteer showed wonder-  
ful speed and defeated her rival by  
nineteen minutes and twenty-three and  
three-fourths seconds in the first race,  
and by eleven minutes and forty-eight  
and three-fourths seconds in the sec-  
ond.

Lord Dunraven, commodore of the  
Castle Yacht Club at Calshot Castle,  
challenged in the winter of 1859, and  
the New York Yacht Club immediately  
took up the gauge. Wealthy New  
Yorkers determined the cup should re-  
main and formed two separate syn-  
dicates, and General Payne of Boston  
volunteered to have a yacht built at  
his own expense. Then a Boston syn-  
dicate was formed to build a yacht,  
making four in all, and the yachts Vi-  
giant, Jubilee, Pilgrim and Colonia  
were the results. In the trial races the  
Vigiant demonstrated her superiority  
and was chosen defender. The Val-  
kyrie proved a worthy yacht, but she  
was not the craft to defeat the Vi-  
giant and the Vigilant won the three  
races. Dunraven having stipulated that  
the best three in five should decide.

Dunraven wished to contest for the  
cup again, and had a new yacht, Val-  
kyrie III, built and came over again  
in 1855. The Defender, a magnificent  
yacht was built by the Americans.  
On the first race the Defender won  
rather easily by eight minutes, forty-  
nine seconds, but in the second by only  
forty-nine seconds. On this race the  
course was crowded with pleasure craft  
and excursion boats and Dunraven  
claimed that he was hampered by this  
fleet. He refused to continue the races  
and took passage immediately for  
England, claiming that he could so  
influence matters in England that there  
would never be another challenge by  
an Englishman for the American cup.

But Sir Thomas Lipton's challenge  
came, and once more the saltwater  
yachtsmen are on the qui vive of ex-  
pectancy. Well knowing that Sir  
Thomas would spare neither pains nor  
money to have the very highest type  
of craft constructed, patriotic men who  
had America's yachting interests at  
heart, and who wanted to defend the  
cup as best they might, decided that  
a new yacht should be built. Chief  
among these men were J. Pierpont  
Morgan and C. Oliver Iselin. It was  
decided that the Defender, which had  
done such yeoman service, should be  
retained as a trial horse, and if they new  
creation should prove less speedy the  
Defender would again enter the lists.

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nerve fibres.

with the product of the Britain. W.  
Putter Duncan, managing owner of  
the Defender, has expended a consid-  
erable sum in the fitting up of the  
Defender, though at no time has it  
been seriously thought that the Co-  
lumbia would not be the yacht to con-  
test against the Shamrock.

From the description of the two  
yachts so far obtained, no two cup  
yachts have ever been so near one  
another in design and details of con-  
struction. In length, in general ap-  
pearance of hull and in equipment, the  
designers, Fife of the Shamrock and  
"Nat" Herreshoff of the Columbia,  
have had very similar ideas. Columbia,  
Defender and Shamrock resemble one  
another very closely, and experienced  
yachtsmen say the battle off Sandy  
Hook will be largely a battle between  
helmsmen and crews.

Both the Shamrock and Columbia are  
built with great regard for economy  
of weight. Fife consulted the Thorne-  
ycrofts, the torpedo boat men, when  
constructing the Shamrock, and when  
told by them that he could save a ton  
by laying a light metal deck, instead  
of the ordinary wooden one, he fell in  
with the idea at once, and so the deck  
is simply a thin sheet, covered over  
with tarred canvas, so that the crew  
will not slip, however rough the weath-  
er. The lower masts on both challenger  
and defender are made of thoroughly  
tested steel plates.

Though Sir Thomas is an Irishman,  
and his steam yacht is called the Erin  
and his challenger the Shamrock, yet  
there is little in the yacht to suggest  
Ireland, except her green painted top-  
sides. His search for an Irish design-  
er was in vain; his request to Har-  
land & Wolff, builders of large ocean  
(Continued on Page Seven.)

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a conscience Dr. Parkhurst ventures  
perilously close to those people who  
make monkeys of themselves.

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DIMENSIONS OF THE TWO YACHTS.		
	Columbia.	Shamrock.
Length over all.....	131 ft. 4 in.	132 ft. 2 in.
Load water line.....	89 ft. 6 in.	89 ft. 2 in.
Beam.....	24 ft. 2 1/2 in.	25 ft. 6 in.
Draught.....	20 ft. 3 in.	20 ft. 2 1/2 in.
Forward overhang.....	18 ft. 6 in.	20 ft.
After overhang.....	21 ft.	22 ft.
Weight of lead in keel.....	90 tons.	90 tons.
Displacement in tons.....	145.	144.2
Freeboard at bow.....	7 ft. 6 in.	7 ft. 4 in.
Freeboard at stern.....	4 ft. 9 in.	5 ft.
Freeboard amidships.....	4 ft.	3 ft. 10 in.
Surface below water.....	2,790 sq. ft.	2,619 sq. ft.
Sail area.....	12,800 sq. ft.	13,900 sq. ft.
Height of mast from deck to hounds.....	73 ft.	77 ft.
From deck to topmast.....	125 ft.	121 ft.
Greatest circumference of mainmast.....	66 in.	68 in.

the Isle of Wight, is at stake. The  
prestige of American designers, Ameri-  
can builders and American sailors is  
to be defended by the Columbia, as  
well as the old, battered silver trophy  
known as the America's cup.

British bulldog perseverance, the best  
of the brains devoted to Scotch yacht  
designing, and the pick of experienced  
English and Scotch sailors are to be  
contended against. "Lipton's luck,"  
which has in thirty years made a  
many-times millionaire of an errand  
boy, a term conjured by in England  
and something considered a great fac-  
tor in the life of the big tea grower,  
packer and merchant, is to be reckoned  
in. When Lipton decides to bring a  
boat over to carry back the piece of  
silver it is time American yachtsmen  
look to their laurels.

All the country is interested. Ameri-  
ca is once more on the eve of a great  
combat with England—a friendly com-  
bat, to be sure, but none the less keen,  
and all Americans, whether they live  
on Long Island sound or in Arizona,  
are looking toward Sandy Hook and  
the races which are to take place there  
October 3, 5, and 7.

When Lord Dunraven packed up his  
grip and bled himself home in a huff  
after the Defender-Valkyrie III. race  
in 1855, American yachtsmen despair-  
ed for a time of ever again having the  
pleasure of engaging in the defense of  
the trophy.

"Quoth Dunraven: 'Nevermore!'"  
And the disgruntled lord influenced  
so many of his countrymen to believe  
he had been treated unfairly that sen-  
timent in England was for three years  
against challenging for the cup again.  
It remained for Sir Thomas John-  
son Lipton, tea prince, to throw to the  
winds all prejudice on account of Dun-  
raven, and in 1898 he joined the Royal  
Ulster Yacht Club with the avowed  
purpose of coming after the American  
cup.

Will he succeed? He has the past  
experiences of many British sportsmen  
to discourage him. He has the disad-  
vantage of having to incur enormous  
expense—perhaps in vain. He has the  
further disadvantage of sailing the  
race in American waters and surround-  
ed by a people zealously partisan, un-

cross the line, but she passed through  
the English fleet as if they had been  
anchored, so swiftly did she go. Bigger  
and bigger grew the gap. On board  
the royal steam yacht Victoria and  
Albert on that famous day, August  
22, 1851, was Queen Victoria. Turning  
to an attendant she asked:  
"Which is first?"  
"America, your majesty."  
"And which is second?"  
"There is no second, your majesty."  
It was true. On passing the Needles  
the nearest yacht to the America was  
the Aurora, and she was eight miles  
astern. And America, the victor, drop-  
ped anchor off Cowes, winner of the  
cup. Eighteen minutes afterward Au-  
rora finished. The remainder of the  
fleet finished on the following day.

As Punch put it:  
Their whole squadron she outsped  
And that on their own water!  
Of all the lot she went ahead  
And they came nowhere after.  
Thus it was that America won, nearly  
a half century ago, and so it has  
been in every succeeding race for the  
cup, with slightly varying circum-  
stances.

The Englishmen consider them-  
selves so thoroughly beaten that for  
seventeen years the cup, most beau-  
tiful trophy in the eyes of American  
yachtsmen, remained in possession of  
the New York Yacht Club. Then in  
1868 James Ashbury, representing the  
Royal Thames Yacht Club, challenged  
for his fine keel schooner Cambria. The  
race, August 5, 1870, over the course of  
the New York Yacht Club, was upon  
conditions similar to those under which  
the cup had been won originally, the  
Cambria sailing against the whole club  
fleet, twenty-two strong, seven keel  
and fifteen centerboard schooners.  
Mazie, centerboard, was first, Cambria  
coming in tenth. This was the only  
race in which a challenging yacht was  
plotted against more than one yacht.

Not disheartened, Mr. Ashbury next  
year sent over Livonia, a keel schooner,  
and Columbia, a pretty schooner,  
was selected to represent the defense.  
Columbia won the first two races, lost  
the third, and the cup committee sub-  
stituted Sappho, which won the next  
two.